

WHAT IS CLAIMED IS:

1. A hydropneumatic, level-regulated axle suspension for the front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on the piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable as an oscillating axle (in the cylinder transverse combination) or as a stabilizing axle (in the cross combination).
2. The axle suspension according to Claim 1, wherein both axle suspensions of the front and rear axles are switchable as a stabilizing axle.
3. The axle suspension according to Claim 1, wherein the switching is alternating, so that switching one axle as an oscillating axle results in simultaneous switching of the other axle as a stabilizing axle.
4. The axle suspension according to Claim 3, wherein the rear axle of the vehicle is switched as the stabilizing axle and the reduced-load front axle of the vehicle is switched as an oscillating axle when there is a lower axle load on the front axle of the vehicle, and the rear axle is switched as an oscillating axle and the loaded front axle of the vehicle is switched as the stabilizing axle when there is a lower axle load on the rear axle of the vehicle.
5. The axle suspension according to Claim 1, wherein the axle suspension of the stabilizing axle is blocked by isolating the suspension accumulator.



14. The axle suspension according to Claim 1, wherein the switching is done at approximately the same pressures in the cylinder spaces (4, 5) and in the annuli (6, 7) of the suspension cylinders (2, 3).
15. The axle suspension according to Claim 1, wherein the design of front and rear axle suspensions is identical.
16. The axle suspension according to Claim 1, wherein the axle (39, 40) may be pressed against the stops for the purpose of blocking the suspension and may also be secured if necessary.
17. The axle suspension according to Claim 1, wherein the blocked accumulators (18 and 21) are regulated and kept at the switchover pressure level by a pressure regulating valve (24).